THE GREAT HURRICANE!

HAVOC ON LAND AND WATER.

MANY HOUSES UNROOFED.

DAMAGE TO THE SHIPPING. The Gale in Brooklyn, Hotoken, Jersey City, and

Elsewhere.

About eight o'clock on Thursday evening, the wind shifted to the north-west, and a cold, strong gale began to blow from that quar er with gradually increase ing and finally tremendous severity. It soon became a raging burrieane, contlusing, through the night and the whole of yesterday, with a force said to be unex perienced bereabout for many previous years. Not a doud obscured the sky; only the full force of the wind was noticeable, as it ravened among our ship ping, scoured the streets, tore off roofs, ren, and played a thousand mad pranks, to the infinite damage of property, but, happily, not to the los of life, so far as we have been able to discover.

THE STORM IN THIS CITY. About 10 o'clock yesterday morning there seems to have been a terrific burst of the gale, which swep over the upper part of the city, from west to east, un rooting several buildings almost instantly.

At this time, three unfinished buildings at the corner of Fifth avenue and Forty-ninth street were entirely unroofed, the fragments flying in all directions.

No one was injured. Trees and fences suffered much, while any num ber of signs and awnings have been prostrated by the gale. The flagstaff of the St. Nicholas Hote which is surmounted by an immense Shangha and weather-vane, was in a very precarious position all the merning, inclining Broadway ward to a danger ous degree. Policeman were stationed in the street to wars people of the danger of passing, and strenuous

A house at the corner of Sixtieth street and Fifth was unroofed, and the roof carried into a vaeast lot some distance off. Three unfinished buildings in Fifth avenue, near Forty nigth street, were un pofed, and otherwise considerably damaged.

The roof oi a house in Third avenue, near Sixty first street, was carried off and deposited in some va cant lots near by. This building was formerly occu pied by the Third-avenue Railroad Company. A frame building in Thirty-eighth street, near Third avenue, was so shaken by the fury of the storm, that it i probable it will have to come down.

The roof of Dr. Sweeney's house, in Malberry street near Spring street, was lifted up bodily and deposited in the street. No one was hurt.

The scuttle of a building in Wall street, near Broad was blown off and felt in the rear of Delatour & Co.'s in Wall street.

A portion of the roof of the Gramercy Park Hotel. about 17 feet, was blown off by the wind at an early

THE R. C. ORPHAN ASYLUM UNROOPER At 94 n. m. yesterday, just as the school in the Ro man Catholic Half-Orphan Asylam, at the corner of Fifty-first street and Fifth avenue, was commencing the western portion of the roof of the main building the violence of the wind, torn away and landed in the rear of the Asylam, and in Fifty first street. The children (nearly 500 boys) were very much frightened, and the Sisters in charge of the Asy lum could not entirely control them. They immediately vacated the building, and took such of the boys as they could yet gather together into the low wooden Roman Catholic Church, which until lately occupied Roman Catholic Church, which until lately occupies the lots on which the Archbishep's great Cathedral is now building; the church has been moved to the cust-ward. A large number took advantage of this oppor-tunity to run away, and sell moved. tunity to run away, and still more went to their friends. The police were busily engaged until evening in retarning them, but then there were nearly 100 missing.

About 300 boys were kept in the church during th day. In the course of the day, the Trustees of the Asylum examined the building, and reported it safe. The boys were then taken back, and last evening, al

Arytum examined the building, and last evening, although the asual order and routine of the establishmen were decidedly impaired, yet the innates of the
institution were not very uncomfortable.

Our reporter was, at a late hour yesterday, on the
upper floor, which now affords facilities for unobstructed attronomical observations. The wind, blow
mg from the west, appears to have taken effect upon
the very deep cornice, projecting six feet, and by it
lifted up the roof slowly until the northern portion
of the building the roof was entirely carried away, but on
the central at dnorthern portions, the estern half, inclusing the capals, was standing has evening. Under this the
wind had full play, so that the wind need increase but
alightly to carry it away also. A few men were at
work during the afternoon, attempting to fastenit down,
but their laters added little to its strength. The wing
running eastward from the nort zero end the building
was not barned. The children can now be provided
for very well, as, even if the main building should be
readered untensutable by a rainstorm, all the boys for very well, as, even if the main building should be rendered untenantable by a rainstorm, all the boys might be crowded into this wing, under which is the kirchen. The tin covering of the roof hangs from the eastern caves, swinging in the wind, and the planks are strewn about the block generally.

It is very remarkable that no one was injured: that the results were not serious can only be ascribed to the calminess and presence of mind displayed by the Sister is

THE BRIBUSE SIGN.

Early yesterday morning the large sign-board over the front of this office exhibited uncasiness, and would doubtless have been precipitated to the street but for the timely assistance of the carpenter, who fastened it back as far as the flag staff, and cut several large a perstures with his saw, leaving our mark in this part of the sworld short of some of its characters. The remaining letters are T B N E. Ours is a remarkable sign of the time in which we live.

OTHER ACCIDENTS AND INCIDENTS.

As Mr. Wm. Evarts and his son were proceeding along the Bloomingdale road, about 11 c clock in the morning, in a light wagon, the vehicle was overturned thy a sudden gust of wind. Fortunately the horse was a quiet one, and both the gentlemen were extricated from their outpleasant situation without suffering any injury. A little boy named Wilson, living at No. 162 Jones street, was blown into the area-way of the house No. 422 Grand street, as he was passing along that street, and was considerably bruised, but was not not seriously injured. Several trees in the Central Park were uproceed, and one of the canvas marquees erected in the Park for the accommodation of skaters was tern to strips. OTHER ACCIDENTS AND INCIDENTS.

Park were uproated, and one of the canwas marquives erected in the Park for the accommodation of skaters was tern to strips.

At 7 o'clock yestering morning the chimney of the dwelling house No. 54 Laurens street was blewn down, and in falling completely demonstred the roof, and caused a porsion of the side wait to bulge out. The roof was peaked, and on either onle were downer-windows. The building was occupied by several families, among whem the groutest contennation provided. Capt. Tambell of the Eighth Product, with a strong Police force, together with Hook and Ladder Co. No. 6, were early on the ground, and immediately set as work to remove the rubbist, beneash which a man maned Waite was buried. After some delay the unionly man was excitated, fortunately not make injusted. Assisted by the Police and fromen, the occupints got out the greater part of their furniture, and juste get out the greater part of their furniture, an were induced to vacate the building, owing to it

The bonded warehoose of Charles C. Olney, No. 27 West street, was partially auro-fed, but, owing to the averagit of the walls, no further damage was done. The police promptly barneaded the sidewalk to pro-

CHIMNEYS BLOWN BOWN. Testerday morning the chimney of a house at the morner of East Broadway and Market street was upont, and now occupies a leaning position squanst the next hadding, which is two stores higher. The neighbors of the house beneath the chimney, that the upset-log, of its aur-mountings is a stroke of species. Provi-

A pall chimney belonging to the house No. 84 East Broadway, between market and Pike streets, was haven down, having been out away level with the surface of the root, and the bricks scittered on the

Water and Pine arrects was carried away almost close to the roof, and the fragments thrown in the street.

The change of the hodge No. Life Charry street, het seen Catharine and Market streets, was blown agwn; beyond the scattering of the briefs and plaster, so damage was done.

A. No. 76 Courtlandt street a chimney was blown down early yesterday moraing. The bricks as they fell smashed in a boarded awning beneath, For-

fell smashed in a borree twenty transley no person was it jured.
One of the pinnacles of a church in To olfth street, between Third and Fourth avenue, formerly Dr. Coreys, was blown down during "he night.

DISANTERS TO THE SHIPPING -AND ALONG SHORE. An in-mense amount of havor has been done by the gale on the North and "cast River sides of the city. So many items of digs ster pile in upon us, that it is almost impossible to tell where the most important damage has occurred, or how to commence the order of the tale.

The tide from 6 to 7 o'clock on Therman evening was ren arkably low. Boutmen of ten to twenty years experience say that they have never seen it so low before, More than had of the docks between Courslands and Amos streets, and even further, were dry along their inner sides, and the shipping rested solidly in the und. inner sides, and the shipping rested solidly in the mod. The sun set in a clear, blue, cold say, leaving a tint in the west of lurid brightness, which mariners remarked was the indication for high wind and brisk weather during the night. When day broke vesterday cauni houts were to be seen by dezens partially under water; semetimes three and four, or more, in a single dock. Use heavers and doughtness, were soon set to buil-Coal heavers and longshoremen were soon set to bail-ing and pumping, and hauling ropes in companies, or doing nothing at all, in utter nopolessness at the fury

doing nothing at all, in utter nopolesiness at the lary of the storm.

Among the disasters are the following: The bark Princeton, which lay head to windward at Ford's pier, on the Brooklyn shore, parced her mooring chains forward, and went stern on to the bulkhead, driving in her stern, through which the interior of the versel can be seen. She is badly damaged, and is in a very damagerous position. All the versels at anchor in the North River have dragged, and some of them went ashore. The three-musted schooner Forest King dragged very close on Governor's Island. Another schooner is below her, on the mud flats.

low her, on the mud flats.

The schooner Maria Jane, lying at Pier No. 3 North River, had her port rail carried away by collision with the bark F. Secor. The F. Secor ims her cutwater carried away, mainchannels adrift, and bowsprit shronds carried away, and is otherwise damaged. The Bremen brig S. Chausen, at the same pier, has cathead and bowsprit shronds carried away by collision with the above vessels. The brig Mary Stewart, lying at pier No. 20 North River, parted her mooring chains, and is slightly damaged. low her, on the mud flats.

mid is slightly damazed.

The British brigs Clyde and Queen Esther, lying at pler No. 21 North River, both had their steries torn off, by collision with each other. The barge A. Woodruff, at Washington Market, loaded with potatoes, sunk. A small schooner lying at pler No. 29 North River, sunk; has both masts and bowsprit gone, and is a complete wreek. A barge lying at pior No. 36 North River, loaded with 7,000 bushels oats, sunk, and the oa's were adrift. The bark S. W. Porter, lying at pier No. 45 North River, colided with Bremen ship Johannes, badly cuting the snip's stern. A lighter ly-ing alongside pier No. 5 North River was sunk, with the carge of grain. the carge of grain.

The sohr. Racer, at the end of pier No. 8, N. R., had

the cargo of grain.

The schr. Racer, at the end of pier No. 8, N. R., had her port side badly stove, and is full of water.

The scamboat Hendrik Hudson, moored off from piers Nes. 15 and 16, patted her starboard chain and drifted across the pier, doing much damage to her port side abait the wheel. She also damaged the paddle box of the Isaac Newton, lying in the same slip, crushing it in with her stern. The schooner Middlesex lies sunk at Washington Market. She lost mainmast, bow-sprit and stove rail. The schooner George——, at pier No. 36 N. R., sunk, and is a complete wreck, from collision with the dock. The schooner Kate at the same pier, was badly chafed. The schooner Martha Collins, at the foot of Canal street, has her port side badly stove. The schooner Commerce, at Spring street, lost rail and bowsprit. The ship Guttanburg has her bows badly chafee by coming in collision with the Commerce. The schooner Mart Packer, at the same pier, had her starboard how stove.

The canal-boat Henry J. Raymond, lying at the foot of North Moore street, N. R., with a cargo of foot of North Moore street, N. R., with a cargo of 18,000 bushels of oats, was sunk by coming in contact with the pier. A schooner moored to one of the piers at Jersey City broke adrift, tearing away the spiles, and fetched up under Long Island, in shoal water. The schooner Edward, at Lasight street, N. R., was careened over sgainst the dock and filled. There is a fore-and-ait schooner asbore on Long Island, opposite the Quarantine, the sea snaking a clear breach over her.

About 3 o'clock in the afternoon, the boats used in conveying the ashes and offul collected by the City

About 3 o'clock in the alternoon, the boats used in conveying the ashes and offul collected by the City Inspector's Department, from the First and Third Wards, while lying at the dock off the dumping-ground near Washington Market, leaded full and about starting away, being struck by a succession of heavy waves, were stove in or filled with water and sink to the bottom. Two of them were large brigs, and one was a schooner. The other was a small scow. The refuse matter carkened the waters until the refux of the inds. Much additional work is thus made for the cartnen, who will find it necessary to the resux of the has. Much saddional work is thus made for the cartmen, who will find it necessary to dump their dirt at the foot of Rossevelt street. Two or three days, however, will suffice for the City kn-spector's department to supply new boats, and the residents of the First and Taird Wards must exer-

residents of the First and Taird Wards must exercise a little patience in the mean time.

Two echooners were totally wrecked at the foot of Vercy street. A lumber schooner, loaded, at the too of Pior No. 22, was diamasted and had her bowsprit carried away. She was full of water, yet floating. A feed boat lying at the toot of Franklin street, containing 20,460 bushels of oats, went to the bottom.

At Charlom-street pier, a lighter, while unloading, got loose, threw her mast out, and ran into the shipping. Two other schooners broke locae here and be-

ping. Two other schooners broke loose here and be-gan "chawleg" into one another until one had cat the ornamental head from the shoulders of the Sea King under the bowsprit of the other, and both showed

There was a report in circulation in the morning that steamship was ashore on the west bank, which was alse. An inward bound-bark anchored last night

bove the Narrows, where she still remains. The schooner Eagle of Rockland, Capt. Gregory, om New-York for Delaware, having picked up a The schooner hagle of Rocking, Capa Grogory, from New-York for Delaware, having picked up a boat containing Capt. Foy and seven seamen from the bark Holland, ashore on Burnegat, returned to this city to land them, and anchored off the Battery. During the gale she dragged both ancbors, and went into Fo.d's dock, Brooklyn, stove her stern in, broke top stanction on starboard side, fore and aft, beat their-phites of main rigging, sprung bowsprit, browe off jibboom, and stove her boat. The senoner Manhapett, lying at Pier No. 7, N. R., had her hones and rail barly chafed, from the mass of the lighter Gem lying across it. The schooner George Washington, Iving at Pier No. 19, N. R., has bowsprt and head-gear all gone. The bark Cologné (Brem.), lying at Pier No. 8, N. R., has her starboard side badly chafed, in consequence of the high wind. The tide has been unusually low; the ferry-slips on both rivers were almost dry. The Hamilton-avenue and Atlantic-street ferries, siter 3 p. m., were compelled to stop running or almost two hours, as there was not sufficient water in their rlips to land.

The steamers C. Vanderbilt of the Stonington Line, was the Connecticut of the Workester and Norwich.

for almost two hours, as there was not sufficient water in their slips to land.

The steamers C. Vanderbilt of the Stonington Line, and the Connecticut of the Worcester and Norwich Line, both arrived in the afternoon. The latter lays at Jersey City. The C. Vanderbilt salled again at 10 p. m. The Empire State of the Fall River Line sailed at her usual hour. The Providence steamer due this morning had not arrived up to 6 p.m. The schooner Mendoza of Eden (Me.) Capt. Sargent, hence for Jacktonville, is ashore inside of Sandy Hook. Auother schooner, name unkno vu, is ashore at the the Horseshoe. The steam-rugathat were below, with one exception, came up to the city yesterday afternoon. Capt. Morrell, of steaming Joseph Foulker, reports a pilot-beat ashore inside of Sandy Hook. He also reports that on Thursday evening he saw the steaming Yankee, Capt. Hazzurd going off eastward, since which time nothing has been heard from her.

THE FREERIES—BREARING DOWN AND SINKANG OF THE

JERSKY CHTY FERRY BRIDGES-THE SOUND

STEAMERS, &c. Both the splendid bridges at the foot of Courtlandt street gave way on Friday morning, much to the inconvenience of passengers between New-York and Jersey City. At 7 o'clock a. m. the bridge on the north side was stove in on the end next the river, and immediately filled with end next the river, and immediately filled with water and sank. No person was thured. As soon as the ferry bust same in on the south bridge, and had landed the mail and baggage crates from the Pullsdel-phia train, which arrived at 9 o'clock, the clain enapped sameler and the bridge sank. Two Indies and two gentlemen who were getting or to the bridge just as the chain broke got pretty thoroughly ducked. One of the Indies massled shift also was drowned, notwish-standing the protestations to the contrary of those who were around her.

standing the protestations to the contrary of those who were around her.

The ferry boats were very irregular in their trips, and were obliged to put back to Jersey City. On both sides of the terry the streets were Diocked up with teams and passengers. A great deal of delay took piace in landing the passengers. Many, however, who reside in New-Jerrey, along the line of the rathroad, on arriving at the ferry, very wisely cause to the conclusion to return home.

Upon the boats much incorvenience was experienced. The passengers who were so situated that they must of necessity cross the river, were seriously inconvenienced. The confined air of the crowded cabina and unpleasant motion of the boat caused some sickness among the larly passengers, and not a few gentlemen were compelled to suddenly seek the freek air. These were but a few, however, of the many inconveniences and annoyances experienced. The South Ferry boats made temporary arrangements for landing passengers on the Brooklyn side,

and commenced running occasional trips up to 1 o'clock, when they had to stop for some hours.

In the Kula and the Bay the gale raged with great and unparalleled fury, and it seemed doubtful at one time whether the ferry-boats on that route could reach the city. The Staten Islander left Port Rebinoud at 7 o'cicck, and fought the gale bravely. Too much praise cannot be awarded to ber pilot and assistant pilot, both of whom performed their arduous duties with courage

and ability.

The gale continued to increase in force as the Staten I lander neared the city, and the most cautious management on the part of Capt. Parker and his zesistment on the part of Capt. Parker and his zesistment on the part of Capt. Parker and his zesistment of the capt. ant was called for, and was manifested, in nearing the dock, especially as just at that juncture the fury of the gale was so great that the sky-lights over the engineer's room were forced in, which created some excite-

ment and confusion.

The Southfield, for the south shore of the island, left her dock at Whitehall a few minutes atter 8, and narrowly escaped going sebore on Governor's Island, but managed to clear the point, and with difficulty reached her destination.

The ferry-boat Hugnenot, which left Port Richmond at 8 o'cleck met also all the severity of the gale, and, when near the light-house, encountered the blow with such violence that she refused to obey the helm, and not a fe w of her hassengers feared that she would be

het a few of her hassengers feared that she would be permanently disabled. By the good management of the pilot, however, she was finally got again upon her course, but at times carsened over so much as greatly to frighten the passengers. Capt. White deemed i imprudent to return until later in the day.

During the morning the river was a complete sheet of foam, presenting a grand appearance. The waves ran quite high, giving one a very distinct idea of a ministure ocean in a storm. The surf broke over the North River piers, and raged furiously along the Brooklyn shore, doing great demans.

Brooklyn shore, doing great damage.

The steamers connected with the Boston lines were four hours behind their time, and were unable to land their presegers on the New-York side, owing to the gale. The steamer Empire State, of the Fall River line, was obliged to go to Jersey, City, as were also the

Red Jacket and other steamers.

The Hoboken ferry-boats found great difficulty and met with much delay in crossing. They were also over-crowded with teams from Jersey City.

EFFECTS OF THE GALE IN BROOKLYN. The tremendous gale of wind yesterday did a great deal of damage in every portion of the city, particularly those parts most exposed to the water. The boats of the Hami ton, South, and Montague ferries were laid up during the most of the day, being unable to venture out in consequence of the rough state of the river, and passengers were compelled to cross to New-York by the Fulton ferry, which was the only means of communication. The effect of the gale upon the water was such as to throw the spray on the roofs of the store-houses near Montagne lerry and as it congealer nearly as fast as it fell, the tops and sides of the build-

nearly as fast as it fell, the tops and sides of the buildings were soon covered with a mass of ice.

Similar effects are visible all along the western front, and at the foot of Fulton street, where the city cars start, the falling of the spray made it difficult for the men to turn the cars on their arrival. A number of vessels lying at the docks were injured, some of the South Brooklyn ferry bridges were damaged, and there were reports that a Hamilton-avenue ferry-boat had capeized, but which turned out to be untrue.

The damage to buildings in the Sixth, Tenth, and Twelf h Wards, was greater than in any other portion of the city, a large number of houses being unroofed

Twelf h Wards, was greater than in any other portion of the city, a large number of houses being unroofed and several rendered untenantable.

The Police of the Third Precinct entered one house which had been unroofed, and found in an upper room a family, consisting of a mother and two children, who presented a most wretched appearance. They had hardly enough clothes to cover their nakedness, no beds to sleep on, unless a very dirty hair matress on the floor could be called a bed; no furniture of any kind, no fire, and scarcely onything to eat. The land-lord had just collected \$2.25 rent in advance, which

lerd had just collected \$2.25 reat in advance, which left them penniless.

The following are the details as far as ascertained: The schr. Lady Jane, of Elizabethport, was lying at anchor on Robbins's Reef. The force of the sale diagged her from her moorings, and she was drilled across the channel, roming with full force against the los g dock at the toot of Twenty-sixth street, Gowanus. The dock was damaged, and the vessel, beside being nigured, lost her yaw-bost and anchor. The captain adderew were covered with ice. All got on shore early. One of the men said he had navigated the Bay for many years, but had never been caught in such a terrific gale before. They were fearful of striking below Delaplaine's Point, and if they had, a watery grave would have been the face of all on board. They expressed their thankfulness for reaching shore as they did.

The roof of Mr. Sandens's house, two-story frame, was blown entirely off. It is situated on Fifth avenue, near Fiteenth street. The roof of a bayes on Third avenue, bot ween Forty first, and Forty-account streets, was blown off, and the rear wall caved in; it was not cormised. The hone of John Goodwin, adjoining.

was blown off, and the rear wall caves in; it was not occupied. The house of John Goodwin, adjoining, was also greatly damaged. Both are of brick, three was sho greatly damaged. Both are of pres, they stories high. A small frame tenement on Nineteenth atreet, and a similar structure on Prospect Hill, were leveled to the ground. The rof of the Mathodist Church on Eightsenth street was greatly damaged. A schooner of 80 tuns borden, loaded with plaster, was driven against the dock foot of Sackett street, and sund. A barn owned by George Powers, on Fifth

Two blocks, consisting of about 20 three-story brick houses, south of Columbia street, between Summit and Rapelyea streets, were unroofed.

The paint manufactory of Robert Raney, in Van Brunt street, between Bowen and Columbia streets, were creatly dynamic to the bird story having been

e as greatly damaged, the third story having been blown off. Damage about \$1,000. About 50 yards of the lumber shed of S. C. Decker, on Commerce street blo whoff. Damage about \$1,000. About 50 yards of the lumber shed of S. C. Decker, on Commerce street, was blown down. A row of 15 tenement houses on Van Brunt street, between Ewen and Commerce streets, were mostly uproofed. This place is called "Bartle Row," noted for the fierce fights which occasionally take place there. Nye's stores, on Commercial Wharf, were 1-jured, the tin covering of the roof having been blown off. The front of one of the granite storehouses, eccupied by Mr. Chadborne, fell out. The new stores acjoining the Elevator of Shaw, Fancher & Co., on the sonth pier of Atlantic Dock, and the storehouses of Wheeler & Co., were all unroofed. The stores of Mora, Navarro & Co., on the north pier of Atlantic Dock, were also partially unroofed. Shortland & Son's Grain Elevator, on the same pier, was demolished by a vessel which drifted against it. Two of John Lond's stores were unroofed. The roof of the house occupied by George P. Losee, and the roofs of two adjoining houses on the corner of Hamilton avenue and Ferris place, were blown off, and the houses rendered untenantable. A row of tenement houses on Rapelyea street, between DeGraw and Sedgwick streets, were partially unroofed; two houses on Rapelyea street, and a row of houses on Clinton street, between Nelson street, between The con of the minished tower connected with the

fate.

The cap of the unfinished tower connected with the Scotth Congregational Church, on the corner of President and Court streets, was moved from its position by the force of the wind, and great fears were entertained and the wind, and great fears were entertained against. that it would fall. To guard against danger, Capt, Shaurman of the Third Precinct Police stationed

Capt. Shaurman of the Third Precinct Police statioused two men on each side of the building to warn pedestroms of the danger.

Two gentlemen standing on the corner of Imlay and Commerce streets, state that the tin sheathing on the roof of one of the storehouses was rolled up by the force of the wind like paper, and then carried a considerable distance, when it fell upon the roof of Chrystie Fose's house, and thence landed in the street, two persons standing there barely escaping from instant death. A brick building in De Bovoise street, 300 feet long by 50 feet deep, was blown down. It was recensly purchased by the Roman Catholics, and was about being converted into a female seminary, to be under the care of the Sisters of Mercy. It was formerly occupied as an olicloth factory.

The steeple on the Rev. Dr. Spear's church, on the corner of Clinton and Amity streets, swayed to and fro, and fears were entertained that it would topple over. It withstood the force of the storm, however. The bell-ringer on duty in the cupola of the City Hall, states that it (the cupola) rocked like a cradie, and he was in constant fear that it would give way. He stuck to his port, however, until relieved. On the high ridge of grounds extending through Bedford, a large number of houses have been more or less damaged. Numbers have been more or less damaged, when he was been more or less damaged, but crowd at the later was immense, and the scenes were exciting, to a degree. There was nothing but hurry and confusion. The Railroad Company price and several families have suffered much by being rendered houseless.

any person seriously injured, although several families have suffered much by seing rendered houseless.

DESTRUCTION OF FURLIC SCHOOL NO. 13 BY FIRE. Yesterday morning about 8 o'clock, Officer Roach of

the Third Precinct Police reported that the roof of Public School No. 13, situated on the corper of Hick and Degraw streets, was in danger of being blown off by the force of the gale. Capt. Shaurman sent a force of men to keep the children away, but before the officers arrived there it was ascertained that the building was on fire. The officers then stationed themselves in such positions as to warn the children coming to school, to keep away, and sending those already there out of the

way of canger. The building is of brick, four stories in hight, built in 1846, at a cost of \$25,000. Setweed 1,600 and 2,000 children attended there daily. Too fire originated in a singular manner. The roof of the north gable and breame detached, and lapped over. number of bricks being loosened, fell down, and break-ing through the floors, came with tremendous force up n a portable turnace near the stairs on the second story, resttering the fire in every direction. The fur-nace had been placed there in order to warm the pass-gealeading to the stories above. The fixmes soon pread, and the entire building was enveloped in a sheet of fire, so that all the exertions of the firemen

mr. Clark, the Principal, and a number of his assistants, were in the school at the time, arranging certain awards which were to be made to the scholars during the day. They hastened out of the building with the utmost speed; but we are informed that the Principal of the Female Department, whose name we did not learn, was not so fortunate as to escase with them. She was lowered from one of the windows, after receiving some burns and an injury to one of her limbs. Everything inflammable was destroyed, and nothin

Everything inflammable was destroyed, and nothing but the walls now remains standing. The library and records of the school were all destroyed. The library consisted of 2,500 volumes, worth \$1,800. The private library of the principal of the school, Mr. A. B. Clark, is valued at \$300; the property of the jamitor, John Sheedy, \$500; philosophical instruments, \$300. Total loss, with building, \$27,900. The time for opening school was 9 o'clock a.m., and it was fortunate that the fire occurred when it did, or the loss of life would have been fearful to contemplate. There was no insurance on the building or its contents.

The roof of a house on Degraw street, near Henry, caught fire from the flying embers, but the flames were speedily extinguished.

THE GALE IN WILLIAMSBURGH.

Beyond the unroofing of several houses, the blowing cown of chimneys, &c., the gale of yesterday did but little damage. The ferry-bosts ran with their usual regularity, the most inconvenience being experienced on entering the slips on the Williamsburgh side, where, owing to the force of the waves and wind, the boats came in violent collision with the docks and piers, but came in violent collision with the docks and piers, or canning no serious damage beyond detention. About five feet the of top of the chinney of the factory of Tuttle & Brothers, in First street, near South Eighth areet, was blown down during the moreing. The bell tower of the Thirteenth and Sixtecuth Wards were so rocked by the force of the gale, that the bellringers deemed it unsafe to remain in them. These towers are considered very unsafe, and have been so long standing that it would be policy to reconstruc-them. The slates on the roof of the public school in Wilson street were blown off and thrown into the vard. The tin reof of the house of Mr. J. Buyres, ou South Eleventh street, was blown off. The houses Nos. 18, 22, and 24 Rush street were unroofed, and the reofs thrown into the street. The roof of the grocers. the wind and landed in the street. A number of the bricks belonging to the gable end of the house were thrown down also. The roofs of several of the sheds belonging to the

Pirston Coal Co, at the foot of North Eighth street, were torn off. The windows of the Station-House of the Seventh District were broken by the force of the wind upon the shutters, and some damage was done to JERSEY CITY AND HOBOKEN.

The gale did a large a nount of damage in Jorsey City and among the shipping and wharves. The breaking down of the Ferry Bridges is fully described elsewhere. In Eric street the tin roofing of Nos. 7, 9 and 11,

owned respectively by Mr. Narine, Durant, and Drayton, were entirely carried away and the roofing otherwise damaged. The roof of a two-story brick house at the corner of Grove and South First streets, was entirely carried away, and a large quantity of brick blown off.

A shed about 70 feet long, situated near North Point, A shed about 7 let 10 l

worth of property being blown away. The damage throughout the city is said to be very heavy.

The roof of the Water-Cure establishment on Pali-rade avenue, at Hudson City, was carried away, and made a descent into the valley below.

In Willow street four houses, belonging to the Ho-In Willow street four houses, octoring to the to-beken Land and Improvement Company, were un-roofed, leaving the upper stories unprotected from the weather. The occupants took refuge in the riding school and with the neighbors, for safety. The roofing of three dwellings in Washington street, corner of of three dwellings in Washington street, corner of of First, was considerably damaged. The tin rooting on three houses in Garden street,

near Newark street, was mostly carried away.

Three buildings in Washington terrace, corner of
Ferry street, were slightly damaged.

About thirty feet of the roofing on the Barclay-street

ferry-house was torn up with a great cra h-so much so as to frighten the employees from the depot, under the support on that it was coming down.

the supposit on that it was coming down.

At i o clock yesterday morning the roof, cornice, and timbers, of the five-story house, corner of Washington terrace, was twn off and dashed to atoms. Soon after this, the inclosure of the steam-battery was prostrated. The curiosity of the thousand-and one patriotic citizens, who have so long been auxious to unspect the plan and progress of this gigantic and mystic entering con row be satisfied to their hears' content.

"It is an ill wind that blows nobody any good."

In Shippenville, near the Clurch of St. Mary, four homes erected by the Hoboken Land Company were unroofed, and the tenants placed in great jeopardy. One woman was severely injured by the falling tim-

In Hudson, Meadow, and Garden streets much damage was done. The workshops on the edge of the bay were abandoned, the men fearing that they would bay were abandoned, the men fearing that they would be overthrown by the blast. Some fine trees were blown down near Trinity Church, the roof of which was not able to resist the blast of rade Boreas. The Rev. Mr. Harris and several gentlemen endeavored to preserve the sanctuary by piling boards on the flying tin roof, but to little purpose; they had to yield to the merciless winds.

UNION RILL.

On the Hackensack plank road, about 4 o'clock yes-

terday morning, a two-story frame building was en-tirely demolianed, by which several persons sustained injuries. The first floor was occupied as a layer tirely demolished, by which several persons custation injuries. The first floor was occupied as a lager beer saloon and restaurant, by John Wicklein, who was dreadfully crushed by being caught between some timbers in the fallen ruins. He remained in this position until some of the neighbors were arcossed and accessed in extricating him. It is thought that he cannot

The second floor was occupied by Frederick Meinberger, wife, and child. Mr. Meinberger bad his shoulder distensed, and sustained severe bodily injuries. Mrs. Meinberger escaped with but slight contusions, but the child was dangerously injured.

UP THE RIVER.

From fifty miles up the Hudson River accounts come o us which prove that the fury of the gale extended to us which prove that the fury of the gale extended itself over a large surface of country. At Yonkers, the reridences of Mesers. H. F. Devos and F. S. Meyers were unroafed, as well as a block of houses belonging to John Copentt, esq. A pertion of the latter buildings has since been blown down.

At Spuyten Dayvil and other places along the banks of the Hudson, serious damages of a similar nature have occurred.

PORCE OF THE GALE.

The fury of the tempest, at its hight, was such that pedestrishism was to ally impossible along the south-ern portion of West street, and in other exposed localitice of the city. It was impossible to stand against it. Strong men were driven across streets, as powerless as Strong men were driven across streets, as powerless as children, before its force. Immense roof-beams were wrenched from their fastenings and whirled through the air. In met, the rapidity of its course must have equiled that of the edge of the great cyclones which are the terror of navigators in the lower Gulf Stream. Undoubtedly we shall have accounts from all the neighboring States of devocations that have marked its progress. Fortunately, as it has blown off shore, there will not be the long list of coast wrecks to chronicle that a north-enat gale of equal violence would invite the small consting each between the Hook and the Capes of Delaware have been driven off to sea, under bare poles, if nothing worse has befallen them.

THE STORM IN PHILADELPHIA.

THE STORM IN PHILADELPHIA.

The gale was very severe in Pulladelphia, and ocea sioned the loss of two lives-James Hart and William McLane, who were at work in the retort house at the gas-works, at Point Breeze. Some 18 or 20 ho were blown down of unroofed. [By Telegraph.]

Hoston, Friday, Feb. 10, 1860.

The wind has been blowing very bard here all day, amounting at times to a gale, but no damage has been done to the shipping, so for as is known. The weather is clear. BALTIMORE, Friday, Feb. 10, 1860.

The gale last right raced with tremendous viole but is now subsiding. The weather is very cold.

EIGHTH DAY. From Our Own Reporter.
NEW-HAVEN, Feb. 9, 1860.

Surely no one is better able to give a valuable lecture upon nursery management than the owner of the largest norsery in the world-no one more capable of discoursing upon horticulture than the ex-aditor of The Horticuiturist. What wonder, then, if Mr. P. Barry's lecture this afternoon should have drawn a large andience, and given satisfaction. It is this feature, I think, that gives Prof. Portor's Yale discourse great value, that his tutkers are workers, his expounders of walue, that his talkers are workers, his expounders of theory, eminent in practical experience. To have wish on Insects, Barry on Nurseries, Johnson on Chemistry, and Grant on Grapes, is like having Mot on Surgery, Palmer on Sculpture, Church on Painting, and Greeley or Journalism. And notal you can convince the that Paul Potter's bull is of more importance to the nation than Samuel Thorne's Grand Duke, Wedgewood's pottery than the rougher sort which old Mr. Johnston buries underground, I must think that our agricultural lights shine with more useful brilliancy than would those at the supposed Convention of sa rans and artists.

Mr. Berry commenced by saying that, although the subject of nursery management might be deemed not generally interesting, since it was a calling by fiself, yet every one who intended rearing an orchard or even a few trees upon his farm should know enough of the mode of managing trees to rear what few he might need to supply deliciences which might arise from death or other accidental causes, or at any rate to give to his growing orchard or plantation such good.

from death or other accidental causes, or at any rate to give to his growing orchard or plantation such good care as would make it most profitable. Twenty years ago, two or three small nurseries in the neighborhood of each of our large cities, occupying in all not more than five hundred acres, and a few other small apple nurseries of an acre perhaps each, supplied the wants of the United States and the Canadas. Now we have over one thousand nurseries; and in Mouroe County, N. Y., alone, where he resides, there are three or four thousand acres, producing annually \$500,000 worth of trees. In the whole Union there are annually sold filter, to twenty millions trees, for, say, \$5,000,000. fiteen to twenty millions trees, for, say, \$5,000,000. His subject he would treat under the several heads of locality, soil, arrangement, preparation of the ground, propagation of stocks, grading, treatment of trees in the nurvery, and digging ap. A commercial nursery should be located near a large city, town, or village, both for the facility of getting a supply of labor, man-ure in abundance, implements, post-office, and rail-road or other transportation; and a preference abould always be given to a fertile and prosperous agriculalways be given to a fertile and prosperous agricultural region, for clavicus reasons.

Surjace—The surface of a nursery-ground should
be nearly level; if stoping, the stope gentle and nearly
uniform, not only for the convenience of working and
planting in straight lines, but because hilly ground is
so washed in rains as to do great damage. Shelter—
there should be, if possible, some natural shelter—
high ground woodland, or archards, to break the force
of winds in Winter and Spring. If these natural shelters cannot be had, plant parallel belts of rapid-growing trees, such as soruce or larch, in the form of

or winds in Winter and Spring. If these natural shelters cannot be had, plant parallel belts of rapid-growing trees, such as spruce or larch, in the form of hedge-rows, at a distance of 200 or 300 feet apart, all over the grounds. Soil should be dry and deep, neither too light nor heavy. Light sandy so is require heavy and frequent manuring, and produce weak trees; and retentive clays give too little fibrous root to trees, ripen them badly, make transplanting difficult, and good removal almost impossible. Stony soils impede the progress of tools, and are in every way objectionable. On dry soils, naturally drained, trees mature their wood well, and are therefore hardy when transplanted. The coarse grained, rank, watery trees grown on prairie soil, freeze to the ground in a temperature that would not affect those grown on more favorable ground; it being the fluid, and not the soild parts of a plant, which are acted upon by freess. A nursery needs much more thorough drainings than ordinary farm fields. The drains should be never more than two rods apart, and were better to be laid at a depth of 31 feet. In a stiff relative delay has been delay better to be laid at a depth of 31 feet. In a stiff relative delay has been delay better to be laid at a depth of 31 feet. In a stiff relative delay has been delay better to be laid at a depth of 31 feet. In a stiff relative delay has been delay and the soil of the laid at a depth of 31 feet. In a stiff relative delay has been delay better to be laid at a depth of 31 feet. ordinary farm heads. The drams should be never more than two rods spart, and were better to be laid at depth of 3! feet. In a stiff, retentive clay bottom they should be only 20 feet apart—laying out the Nussery. Divide and subdivide your land into plots an compartments for the various articles which are to be grown: assigning special places to seedlings, stocks to be worked, cuttings, layers and specimen trees. This be worked, cuttings, layers and specimen trees. This latter plot is very essential to the proper management of the nursery, and the comfort of visators. In this specimen plot should be grown one or two samples of every tree in cultivation in the nursery, the better to test their genuineness, quality, and constitution. A place should also be given to manures and composis; and turough the whole nursery broad roats should be made so as to make every partaccessible. Preparation of Ground.—An old pasture, or clover field, is best for nursery ground, for the inverted sod gives just the right food for young trees. A broadcast, light dressing of well-rooted manure or compost should be applied before plowing. Plow very deeply, and subsoil 10 or 18 inches if possible. This roots your trees well, lets surroofed manure or compost should be applied before plowing. Plow very deeply, and subsed 15 or 18 inches if possible. This roots your troes well, lets surface water run down, and lower moisture draw up, and in fact is every way requisite. Propagation.—Our cultivated varieties of trees cannot be prapagated by seeds. The particular qualities which constitute their chief value are the result of hybridization, or of cultivation—qualities which are not transmissible in the seed. True, we may chance upon better varieties by sowing the seed, but there are a thousand chances against such good fortune; and hence we resort to grafting, budding, cuttings, layers, and suchers. Without good stocks we can neither bud nor graft, although our soil, situation and cultivation may have been ever as good Formerly, wild, self-sown seedlings from the wood and orchards were thought good enough for the surseryman's purposes, and even poor suckers from the roots of trees were used. Experience has taught us better practice than this, and now the production of good stocks is the first great aim of intelligest cultivators. The apple, pear, plain, cherry, peach, apricot, and nectarine stoch, are grown from seed; but the dwarf apple and dwarf pear Douein, Paradise, and Quince stocks, are got by layering. We have thus far been able to grow cherry and common apple stock in sufficient quantity for on use, but are compelled to import pear and plum seedings for the dwarf pear, appear, and cherry. The most important of all these is import pear and plum seedings for the dwarf pear, ap ple, and cherry. The most important of all these that for the dwarf pear, which we have to import, h that for the dwarf pear, which we have to import, because in this country it is attacked by a fungus or blight which descroys it at a tender age. Although no absolute remedy is likely to be hit upon, very thin sowing of seed on a deep, dry, fresh soil never before occupied by trees, and unremitting care and good cultivation during the early stages of growth, act in some wise as preventives against the malady. Our nurserymen new grow on one acre as many trees as should rightfully be assigned to five, and the result is, a growth of weak, spinfling trees. Well-grown pear and apple stocks grould be always ready for the nursery rows at one spould be always ready for the nursery rows at one year old. If they are not, another year a occupancy of the same place. Apple stocks may, perhaps, remain two years in a place, but pears must be transplanted. The lecturer then described the stocks in common use for grafting, dwelling for a moment to sketch the difficulties which attended the insketch the difficulties which attended the introduction of the quince stock for dwarf pears into this country. Experience has established the fact that the two French quinces, he Angers, and Paris or Fontenay, are best for pear grafting. The former is most vigorous, and of rapid growth when young; the latter more hardy. Some pears anceced best on one, some on the other. Stocks are good when i to i of an inch in diameter, and can be obtained from cuttings, layers, r by the eart sing-up practice. To obtain strong stocks, plant out a certain number of stool or mother plants, in a deep, rich, well-prepared soil; when they have stood one season, cut them all of close to the ground. The next season they will produce strong, smooth shoots, which the following year may be earthed up half their length, as celery is earthed up, and in the Fall they will have rooted well enough to bear separation from the parent plant. If left on during Winter the frost will rain them. Such stock, as these may be set in nursery row the next stock, as these may be set in nursery row the next Spring, and budded the same season. Only two crops of shoots can be taken from the same stool, and a good dressing of manure is necessary to get even the second. Pears propagated on small, weak quince stocks are worthless. In budding or grafting quince stocks it should always be done near the ground, so that the whole of the quince may be set under ground without being too deep. Root grafting, although still an open question among nurserymen, Mr. Barry believes to be, if properly performed, as good a mode for propagating the apple, and more especially all the strong growing sorts, as any other in use. It has been andly abused, and thus been br burglers and their victims. sed, and thus been brought into disfavor wit

andly abused, and thus been brought into disfavor with burglers and their victures.

Management of Young Treez. Trees are too closely planted as a general thing; three and a half fest between the rows, and three or four inches between the plants, is too little space to give either air, light, hardiples of constitution, epread of root, or strength of top, leas of constitution, epread of root, or strength of top, for apples, pears, or other trees which are to remain two years in the nursery row, the distance from tree to tree should never be less than eighteen inches for tree should never be less than eighteen inches for the should he freely practiced, and the leader, or main stem, should be pruned as well as the side branches, else one will get a tall and Ill-proportioned tree. An enormous amount of money is annually lost to tree purchases from rade and unskillful taking up. Trees are torn up by the roots, as if the trank and branches were the one thing necessary, and the roots superfluous. The proper wey is, to open a trench on each side of the free, eo as not to crees a root. These trenches should the free, eo as not to crees a root. These trenches should the free with a common and the leader, or main stem, should be pruned as well as the side branches, clee one will get a tall and Ill-proportioned tree. An enormous amount of money is annually lost to tree purchases from rade and unskillful taking up. Trees are torn up by the roots, as if the trank and branches were the one thing necessary, and the roots superfluous. The proper wey is, to open a trench on each side of the free with a common spade, keeping the edge torget due to the state of the ones, which the vessel is called. Her care of contractions are the superfluors. The free are to always the superfluors the superfluors are the superfluors. The free are to always the superfluors are the superfluors and the superfluors are the superfluors. The free was a superfluor to the free when the superfluor that the superfluor to the free when the superfluor the fr

THE YALE AGRICULTURAL LECTURES. | be far enough from the tree to avoid the main roots, and deep enough to go below all, except a tap-root, which may be cut off. This being done, the tree may

which may be cut out. This being done, the tree may be pulled up with its roots entire.

Mr. Barry, in conclusion, spoke of the wide field which was still open to intelligent, industrious, and capable men, who would embark in the nursery business, but cantioned against entering upon it for mere speculative purposes, or with drams of sudden wealth, to be got as one would draw a tacky number in a lot-

speculative purposes, or with dramsof shown washed to be got as one would draw a lucky number in a lottery.

The merning lecture was by Prof. Johnson, and the one after Mr. Barry's was to have been by Dr. Grast, but as a sewas too much ind sposed to speak, he procured as a substitute Mr. Andrew S. Fuller, the Brooklyn nu seryman. Mr. Fuller went into the history of the grape in Europe, noticing the varieties which in successive says were downed the best. He showed when and how these foreign varieties were introduced into the United States. In the Northern States they had almost without exception, proved fullarse, but at the South they had given rise to descendents, some of good quality. Even with a choice grape, its quality and profit depended in a great degree upon the unitary tion and prusing given to it. In Summer, during the sesson of active growth, the liquid portions of the says are exhaled almost as fast as they can be absorbed by the roots, and no great accassilation can take place in any one portion of the vine. But the leaves once fallen, the roots continue to absorb their appropriate ford from the sell, and thus the wood becomes quite filled with sap, which is kept in store for early Spring use. It is therefore pain, that we should prame our vine as soon as the leaves drop off, that he sap which is afterward absorbed mayfall go oward the national of the buds which termain.

He recommends a medium depth for planting; that

is afterward absorbed mayfall go toward the natriosent of the bude which remain.

He recommends a medium depth for planting; that the surface or upper roots may be not less than four nor more than eight inches from the surface of the ground. Many of our atrong growing sorts, such as the Concord and Dians, can be brought within control by root-pruning for the two or three years after planting. Mr. Faller thought that if we may judge from our short experience, we are warranted in the belief that America will produce, if it has not already, as fine grapes for both table use and wine-making as the most favored countries of Europe, with all their centuries of experience, can boust.

ADDITIONAL FROM CALIFORNIA.

[The news by the Atlantic preceding this, will be found on nother pase.]

The Republican State Central Committee need at San Francisco on the 21st inst. to issue scall for a State Convenion to elect delegates to the Chicago

State Convention to elect delegates to the Chicago Navional Convention.

The excitement in Napa County, concerning the discovery of a silver mine in Mount St. Heleus, continues. About a thousand people were on the ground at the last accounts, prospecting by day, camping out by night, and meeting just enough success to encourage further rearch. Some specimens of silver have been obtained, which assayed \$75 to the tun, with a consid-

obtained, which assign a feet of the tall, we crable percentage of gold.

An attempt to rob a stage in Calavorus County was mide by a gang of highwaymen on the 16th. Fortunately the parties in the stage were prepared, fired upon the robbers, wounding two of them, and putting them to flight after some 20 or 30 shots were exchanged.

changed.

The two men recently killed by Indians in Mondocino
County were Marshall Cruthers of Balo County, and
Frank Fairchild of Sacramento, a relative of the Fairchilds in the gold pen manufacturing business in New-

A preliminary survey has been commenced for a railroad from Nevada, via Auburn, to connect with the Sacramento Valley Railroad.

Over 8,000 letters arrived in San Francisco by the

hast overland mail.

The English iron steamer Forwood, sent out to British Columbia a year ago, starts for home on the 25th, not having found as profitable an employment in the Fraser River unde as was anticipated.

the France River unde as was unterpared.

The Pacific Steamship Company will soon lay on a steamer to ply between San Franceso and Mazallan, touching at other ports on the western coast of Moxico.

It is rumored that an undue quantity of fire-arms and gnupowder continues to be shoped to Mexico by almost every vessel leaving, and that an unusual number of passengers a company such freight. Evidently considerable support is given the Liberal party in Mexico by un-ramined parties of volunteers straggling down from California.

A breach of promise case, in which a German serv-

down from California.

A breach of promise case, in which a German servant girl, who had given birth to an illegitimate child was plaintiff, and a wealthy German was defendan was decided in San Francisco Jan. 18. The plainti

recovered \$1,000 damages.

Recent advices are received from Carson Valley.

The weather continues extremely cold. Flour sold al.

\$20 per hundred, and other provisions in proportion.

Many persons were living in excavations under ground, for want of better habitations. Everybody anticipated green agreement in the misses as a continued of the co nticipated great success in the mines as soon

Spring opene.

Dates from the Peninsula of Lower California to the E3h, per steamer Santa Cruz, reached San Francisco. The whaleship Euphrates, of New-Bedford, was cruising off the const—all well. The whaleships Erio, Onio, Ormulgee, George and Mary, and Monterana, were at Purth Bay—all well, and sound on a cruise.

The United States ship St. Marys continued at Graywell.

\$480,000 in silver came by the Santa Cruz from Mazzulan.

The clipper-ships Anglo-Saxon, Shooting Star, and ohn Frazier were loading Brazil wood on the Mexican

ARMY AND NAVY INTELLIGENCE.

Recruiting for the United States army is going on to 100 men enlisted every month at the different re-cruiting offices. There are between 500 and 600 troops m Governor's Island at present. A detachment of United States troops will leave here on or about the first of pext month for Texas. Brovet-Col. Robert E. Lee, 2d Cavalry, is assigned to the command of the Department of Texas, and will repair to the headquarters of that department forthwith. Brevet Major E. H. Fitzkerald of the 1st Dragoous died on Jan. 9 at Los Angeles, where he had been stationed. Capt. H. D. Walten, 4th Invantry, has been ordered to report in person to the War Department for special duty connected with his recent exploring expedition between the Columbia River and the Valley of the Great Sait Luke.

The officers of the United States steamer Merrimae have been detached, and granted three months' leave of absence. The Mississippi's officers have also been

granted leave of absence for three months.

The new steamer Richmond, recently built at Norfolk, Va., has received her boilers on board. They were built under the superintendence of Mr. Pettit, the master boiler-maker of the Norfolk Navy Yard.

On motion of Mr. Lane, a resolution has been adopted, instructing the Committee on Naval Affairs to consider the expediency of establishing a navel depot and navy yard at some point on Paget Sound.

MARINE AFFAIRS.

WRECK OF THE BARK HOLLAND. The new bark Holland, Capt. Foy, from Caracoa for this port, with a cargo of salt and wood, consigned to Messas. Kolff & Persuhn, went ashere on Barnegat on the night of the 8th inst., during a heavy blow from the N. E., with fog. The Supercargo, Capt. Dether, and Capt. Foy civided the boats and crew, and put to sea, in consequence of the surf being so high that they dared not attempt to land. Capt. Foy fell in with the schooner Eagle, of Rockland, honce for Delaware,

which took them on board and brought them to this city.

The following is the statement of Capt. Form

The following is the statement of Capt. Fig.

On the vis inst. with N. E. wind and strong branes, went
ashers to the morth of Barnegat Inlet, at 2 p. m.; it was very
hav, and the wind dyleg nway. I could not commiss my reaset became of a sany awell setting in shore. I abundanced the
ship as the appearance of the weather in licated more wind, and
the crew took to the boats, which we cleared with the prescetdifficulty. There was 3 foct water in the half without left,
and we saved nathing but the clothes we stood my after longbeat in which I was, with seven men, was picked up by the
schooter Lagle at its, as the next merning, 122 decays know
what become of the other, in which was Mr. Decker, the Super122 (Signess).

Therefore Tooland. THOMAS FOY,

The Hol and was a new vessel, of the GAIS register built at Port Jefferson, almost 4 mounts of the awned by C. G. Kolff, of this city. She amountainly one of the finest, strongest, and quickestyreamin adjust, and was admired greatly when she sailed. Waspresume who was only partly insured in this country, as the cover generally maures in his native country, after which the vessel is called. Her care, couloning of about 10,000 bushels calt, some fide, wood, and Divi Divi, was consigned to Means Koin & Fernan, and numeured. She was fifted but home box stots, and at

them of constitutions dissistent Change on the